

Passenger rail's benefits indeed are myriad. The Department of Transportation has described the problem of congestion on our highways and in the air as "chronic". Amtrak removes almost 8 million cars from the road annually. Airports are also experiencing significant delays, with more than 550,000 flights departing or arriving late in 2008. Amtrak eases air congestion by eliminating the need for 50,000 fully loaded airplanes each year.

Amtrak is substantially more environmentally friendly than automobiles or airplanes. In fact, according to the World Resources Institute, rail transportation produces 57 percent less carbon emissions than airplanes, and 40 percent less carbon emissions than cars. Additionally, Amtrak has taken decisive action to reduce its carbon footprint as well, committing to reduce emissions from its diesel locomotives by 6 percent from 2003 through 2010, the largest voluntary emissions commitment in the United States.

Amtrak serves more than 500 destinations in 46 States over 21,000 miles of routes, and employs more than 18,000 people. Amtrak has come a long way since its inception in 1971 and now its beginning its 39th year of operation. The service has faced many challenges over the years, but continues to grow stronger with each passing year. Despite past uneven Federal investment, Amtrak has persevered, achieving many successes in improved operating efficiency, increased ridership, and higher revenue.

In fact, in FY 2008, Amtrak set new ridership and revenue records for the sixth year in a row, exceeding 28.7 million passengers and \$2.45 billion in revenue. These increases are being enjoyed across Amtrak's entire network. In FY 2008, Amtrak held a 62 percent share of the air/rail market between New York and Washington, and a 47 percent share of the air/rail market between New York and Boston, up 6 percent in each market from FY 2007. This increase shows that, where Amtrak is provided the resources to succeed, it provides a trip-time competitive alternative to air and car.

At a time when jobs are being lost, the transportation network is getting more congested, and global climate change is taking its toll, supporting passenger rail has never been so critical. Recognizing the need for passenger rail investment, Congress passed the Passenger Rail Investment and Improvement Act last fall, reigniting America's commitment to both intercity and high-speed passenger rail. Among the steps taken to broaden our use of passenger rail, this legislation provided capital grants for Amtrak to bring the Northeast Corridor and other rail network infrastructure to a state-of-good-repair, encouraged intercity passenger rail investment through an 80–20 matching grant program, and created a grant program to finance the construction and equipment for 11 authorized high-speed rail corridors.

The American Recovery and Reinvestment Act gave high-speed and intercity passenger rail another immediate boost, providing \$8 billion in capital grants to States for development of high-speed rail and another \$1.3 billion for Amtrak. This funding is setting us on a course to link regions of the country with a safe, fast, and environmentally friendly mode of transportation. It truly is an exciting and historic time for our transportation network.

Madam Speaker, I lend my strong support to Amtrak and the commemoration of National

Train Day on May 9, 2009, and encourage all of my colleagues to use this excellent opportunity to reflect on the benefits that Amtrak and intercity passenger rail provide to our Nation.

Mr. SHUSTER. I yield back the balance of my time.

Ms. CORRINE BROWN of Florida. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Florida (Ms. CORRINE BROWN) that the House suspend the rules and agree to the resolution, H. Res. 367.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Ms. CORRINE BROWN of Florida. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

House Resolution 299, by the yeas and nays;

House Resolution 338, by the yeas and nays;

House Resolution 353, de novo.

Proceedings on House Resolutions 348 and 367 will resume on another day.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

PUBLIC SERVICE RECOGNITION WEEK

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and agree to the resolution, H. Res. 299, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Massachusetts (Mr. LYNCH) that the House suspend the rules and agree to the resolution, H. Res. 299.

The vote was taken by electronic device, and there were—yeas 419, answered "present" 4, not voting 10, as follows:

[Roll No. 231]
YEAS—419

Abercrombie
Ackerman
Aderholt
Adler (NJ)
Akin

Alexander
Altmire
Andrews
Arcuri
Austria

Baca
Bachmann
Bachus
Baird
Baldwin

Barrett (SC)
Barrow
Bartlett
Barton (TX)
Bean
Becerra
Berkley
Berman
Berry
Biggert
Bilbray
Bilirakis
Bishop (GA)
Bishop (NY)
Bishop (UT)
Blumenauer
Blunt
Boccheri
Boehner
Bonner
Bono Mack
Boozman
Boren
Boswell
Boustany
Boyd
Brady (PA)
Brady (TX)
Braley (IA)
Bright
Broun (GA)
Brown (SC)
Brown, Corrine
Brown-Waite,
Ginny
Buchanan
Burgess
Burton (IN)
Butterfield
Buyer
Calvert
Camp
Cantor
Cao
Capps
Cardoza
Carnahan
Carney
Carson (IN)
Carter
Cassidy
Castle
Castor (FL)
Chaffetz
Chandler
Childers
Clarke
Clay
Clever
Clyburn
Coble
Coffman (CO)
Cohen
Cole
Connolly (VA)
Cooper
Costa
Costello
Courtney
Crenshaw
Crowley
Cuellar
Culberson
Cummings
Dahlkemper
Davis (AL)
Davis (CA)
Davis (IL)
Davis (KY)
Davis (TN)
DeFazio
DeGette
Delahunt
DeLauro
Dent
Diaz-Balart, L.
Diaz-Balart, M.
Dicks
Doggett
Donnelly (IN)
Doyle
Dreier
Driehaus
Duncan
Edwards (MD)
Edwards (TX)
Ehlers
Ellison
Ellsworth

Emerson
Engel
Eshoo
Etheridge
Fallin
Farr
Fattah
Filner
Flake
Fleming
Forbes
Foster
Fox
Frank (MA)
Franks (AZ)
Frelinghuysen
Fudge
Gallegly
Garrett (NJ)
Gerlach
Giffords
Gingrey (GA)
Gohmert
Gonzalez
Goodlatte
Gordon (TN)
Granger
Graves
Grayson
Green, Al
Green, Gene
Griffith
Grijalva
Guthrie
Gutierrez
Hall (NY)
Hall (TX)
Halvorson
Hare
Harman
Harper
Hastings (FL)
Hastings (WA)
Heinrich
Heller
Hensarling
Herger
Herseth Sandlin
Higgins
Hill
Himes
Hinchey
Hinojosa
Hirono
Hodes
Hoekstra
Holden
Holt
Honda
Hoyer
Hunter
Inglis
Inlee
Israel
Issa
Jackson (IL)
Jackson-Lee
(TX)
Jenkins
Johnson (GA)
Johnson (IL)
Johnson, E. B.
Johnson, Sam
Jones
Jordan (OH)
Kagen
Kanjorski
Kaptur
Kennedy
Kildee
Kilpatrick (MI)
Kilroy
Kind
King (IA)
King (NY)
Kingston
Kirk
Kirkpatrick (AZ)
Kissell
Klein (FL)
Kline (MN)
Kosmas
Kratovil
Kucinich
Lamborn
Lance
Langevin
Larsen (WA)
Larson (CT)

Latham
LaTourette
Latta
Lee (CA)
Lee (NY)
Levin
Lewis (CA)
Lewis (GA)
Linder
Lipinski
LoBiondo
Loebach
Lofgren, Zoe
Lowey
Lucas
Luetkemeyer
Lujan
Lummis
Lunnen, Daniel
E.
Lynch
Mack
Maffei
Maloney
Manzullo
Marchant
Markey (CO)
Markey (MA)
Marshall
Massa
Matheson
Matsui
McCarthy (CA)
McCarthy (NY)
McCaul
McClintock
McCollum
McCotter
McDermott
McGovern
McHenry
McHugh
McIntyre
McKeon
McMahon
McMorris
Rodgers
McNerney
Meek (FL)
Meeks (NY)
Melancon
Mica
Michaud
Miller (FL)
Miller (MI)
Miller (NC)
Miller, Gary
Miller, George
Minnick
Mitchell
Mollohan
Moore (KS)
Moore (WI)
Moran (KS)
Moran (VA)
Murphy (CT)
Murphy (NY)
Murphy, Patrick
Murphy, Tim
Myrick
Nadler (NY)
Napolitano
Neal (MA)
Nunes
Nye
Oberstar
Obey
Olson
Olver
Ortiz
Pallone
Pastor (AZ)
Paul
Paulsen
Payne
Pence
Perlmutter
Perrillo
Peters
Peterson
Petri
Pingree (ME)
Pitts
Platts
Poe (TX)
Polis (CO)
Pomeroy
Posey
Price (GA)